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## CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

50X1-HUM

## INFORMATION REPORT

REPORT

CD NO.

COUNTRY Poland

DATE DISTR. 20 March 1952

SUBJECT The Zajaczkowo Freight Yard

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1. The Zajaczkowo Tczewskie freight yard is situated on the Bydgoszcz - Tczew - Gdansk, and Malbork - Gdansk line, north of Tczew (54°06'N 18°45'E).\* The following are the lines running through the Zajaczkowo freight yard:
  - a. Two through main lines in the direction of Tczew and Gdansk run through this freight yard.
  - b. Two main lines in the direction of Chojnice (53°42'N 17°34'E).
  - c. Two main lines in the direction Bydgoszcz (53°09'N 18°00'E).
  - d. Two through main lines to and from Gdansk (54°21'N 18°40'E) via Zajaczkowo, switching also to the Malbork (54°02'N 19°03'E), Chojnice (53°42'N 17°34'E), and Bydgoszcz lines.
2. The yard was built between 1911 and 1913, reconstructed between 1915 and 1918, and enlarged and modernized between 1939 and 1949. The double incline was made 70 cms. higher, by raising the ground 50 to 70 cms.
3. In March 1945, 60 percent of the yard was destroyed by the retreating German troops. Repair work was only completed in 1950. The total length of the relaid tracks in the yard is 456 kms. (sic)
4. Equipment and personnel of the freight yard:
  - a. Operations

- 1) Personnel: In accordance with the production plan (Soll-Plan); see also:
 

|                            |          |
|----------------------------|----------|
| Service personnel number   | 226 men, |
| Technical personnel number | 260 men  |
| Totalling                  | 486 men. |

 There is also a number of auxiliary personnel.

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The training of the men is very good. The tower control and switch men have all passed the Manager of Traffic Service examination.

Locomotives: Shunting locomotives (Za-1, Zc-2, Zd-2, Ze-1)  
Relief locomotives: (94, 52 and Tp-4).

- 2) Engine sheds for 32 locomotives with a turntable, which can be operated both electrically and by hand, of 1947 construction.
  - 3) Engine repair workshop (up to grade L-4 repairs), with machinery and equipment of the most up-to-date type.
  - 4) Water tower.
  - 5) Two buildings are available for sleeping quarters for 800 men. Each building contains 50 rooms for 8 men.
- b. All repairs to freight and passenger cars can be carried out in the car repair shop. The shop was extended and enlarged in 1942 and 1943; between 1946 and 1948 the parts which had been destroyed were reconstructed. The installations are of the most up-to-date type, and there are large stocks of wood and materials.
- c. The plant for car washing and disinfection can handle 120 to 140 cars per day.
- d. There are four covered transloading ramps, each 150 x 30 meters, which make possible the transloading of 60 freight cars at the same time. At present there are no cranes, but shortly two for each ramp will be installed.
- e. Exit and entry for trains running to and from Gdansk is controlled by the switch panel Za. Thirty remote-controlled switches are subordinate to this panel. There is an independent traffic manager here who controls 22 shunting and splitting-up lines approximately 800 - 1,000 meters in length for freight trains on Gdansk - Gdynia line.
- f. The switch panel Zb is the main control panel of the Zajaczkowo yard. Trains running to Gdansk, Bydgoszcz and Chojnica are controlled from this panel. Forty remote-controlled switches in the Zb and Zc areas are subordinate to this panel. There is also a cement loading ramp approximately 400 meters long with a loading causeway.
- g. The entire shunting traffic is regulated from the shunting switch panel Zc through the double incline. Approximately 60 remote-controlled switches are subordinate to this switch panel. The car turn-over in this shunting area amounts to approximately 5,000 cars per day (120 axles in approximately 20 minutes). The double incline has six tracks, each 500 meters in length. There are 28 shunting tracks approximately 800 to 900 meters in length (double incline) in the area Zb and Zc.
- h. Approximately 90 remote-controlled switches are subordinate to the control switch panel Zd. Trains departing for Chojnica, Malbork, Tczew and Bydgoszcz are controlled from here; twenty-one shunting tracks for freight trains run in these directions.

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- i. The shunting switch panel Ze controls traffic at the washing and disinfecting plant by the transloading platforms, as well as at the places mentioned in paragraph 4a and 4b above and at coaling sidings. There are 24 shunting tracks in this area, and two additional sidings also run from here.
- j. Sidings which control engine runs from the locomotive sheds to and from the trains. The length of these sidings is approximately 2,500 meters.
- k. The coaling station (Kohlenbanse) allows simultaneous coaling of 10 locomotives; coaling is conducted with ordinary cranes, but coaling cranes are to be constructed at the beginning of 1952. There is space for fuel stocks storage at the coaling station. Coal and oil stocks cover approximately eight weeks' normal requirements. There are also 10 water cranes at this station.\*\*\*
- l. In the basement of control tower for the switch panel Zd is a charging station and battery room (920 cells). All electric switches and signals are fed from here and are therefore independent of the electric current supplied by the Grodek Power Station. A diesel generator is used for the charging station.
- m. The yard has 16 ordinary entry and exit signals and a group signal (N.13/21 for eight tracks) manufactured by the Fiebrandt firm of Bydgoszcz. Areas Za, Zb and Zd each have one Siemens and Halske block installation for two track traffic (an electrical safety appliance). There are also six overpasses over the yard, of which four are used exclusively by the railwaymen and two are for bicycle and pedestrian traffic.

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\* [redacted] Comment: The stations of Suchostrzygi (Lunau) and Malinow (Amalienhof) are subordinate to the freight yard for operations reasons.

\*\* [redacted] Comment: [redacted] the second-class railroad workshops at Zajaczkowo, which were engaged in locomotive repairs and in painting freight cars, produced 20 newly-painted cars daily; each painter's norm was eight cars daily (sic).

\*\*\* [redacted] Comment: There are also two water cranes in each switch panel area by the exit signals.

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ATTACHMENT

Key to Sketches

- a. Locomotive sheds
- b. Repair workshops for locomotives
- c. Water tower
- d. Sleeping quarter
- e. Operations
- f. Car wash and disinfection plant
- g. Transloading platforms
- h. Switch panel Za
- i. Control switch panel Zb
- j. Shunting switch panel Zc
- k. Control switch panel Zd
- l. Shunting switch panel Ze
- m. Siding for locomotive runs
- n. Coaling station
- o. Charging station for batteries for the remote control of switches
- p. Overpasses
- r. Loading ramp
- s. Administration building
- t. Railwaymen's quarters when on duty
- u. Railwaymen's sleeping quarters and offices for freight dispatch

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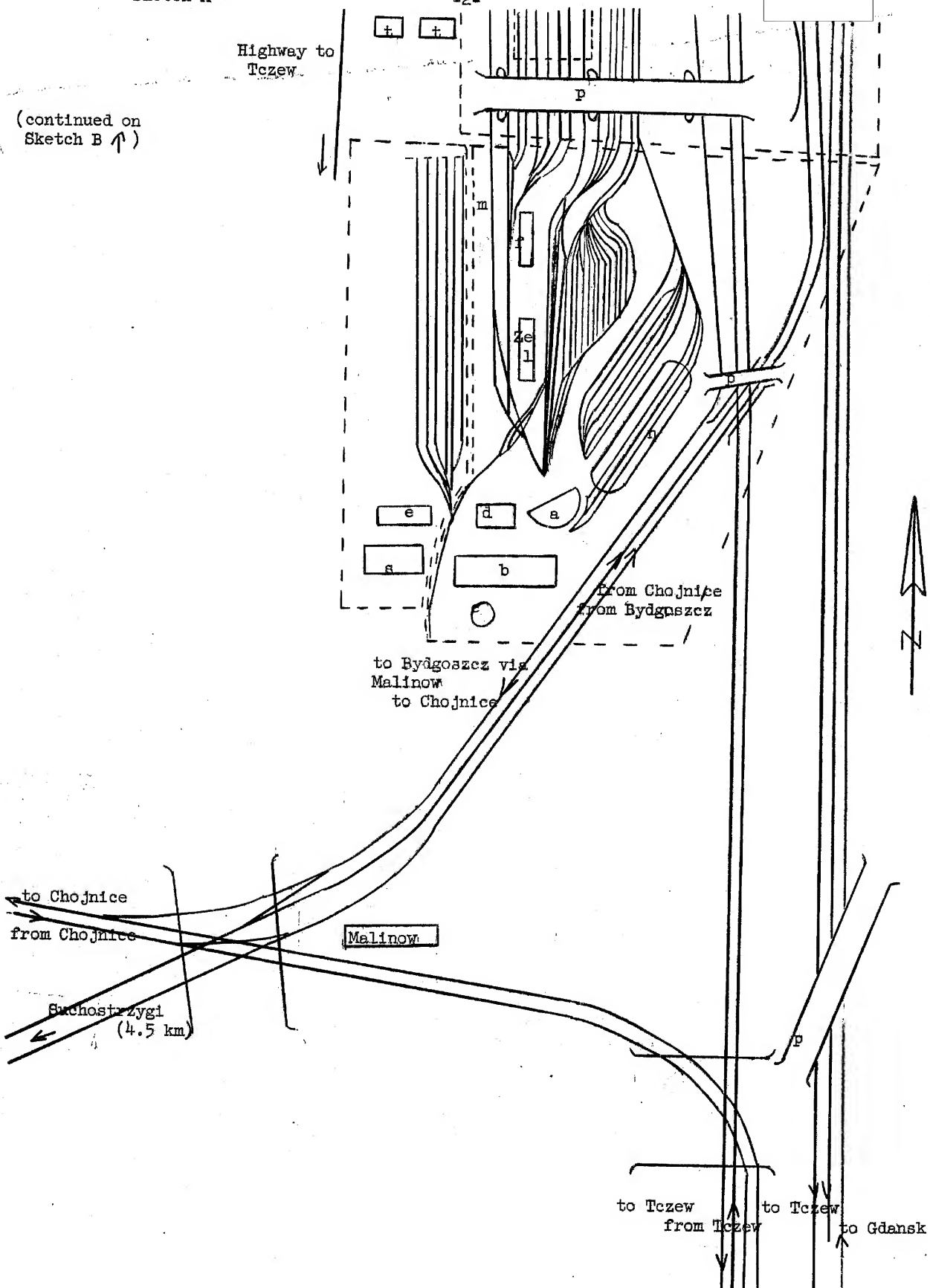
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Sketch A

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Highway to  
Tczew

(continued on  
Sketch B ↑)

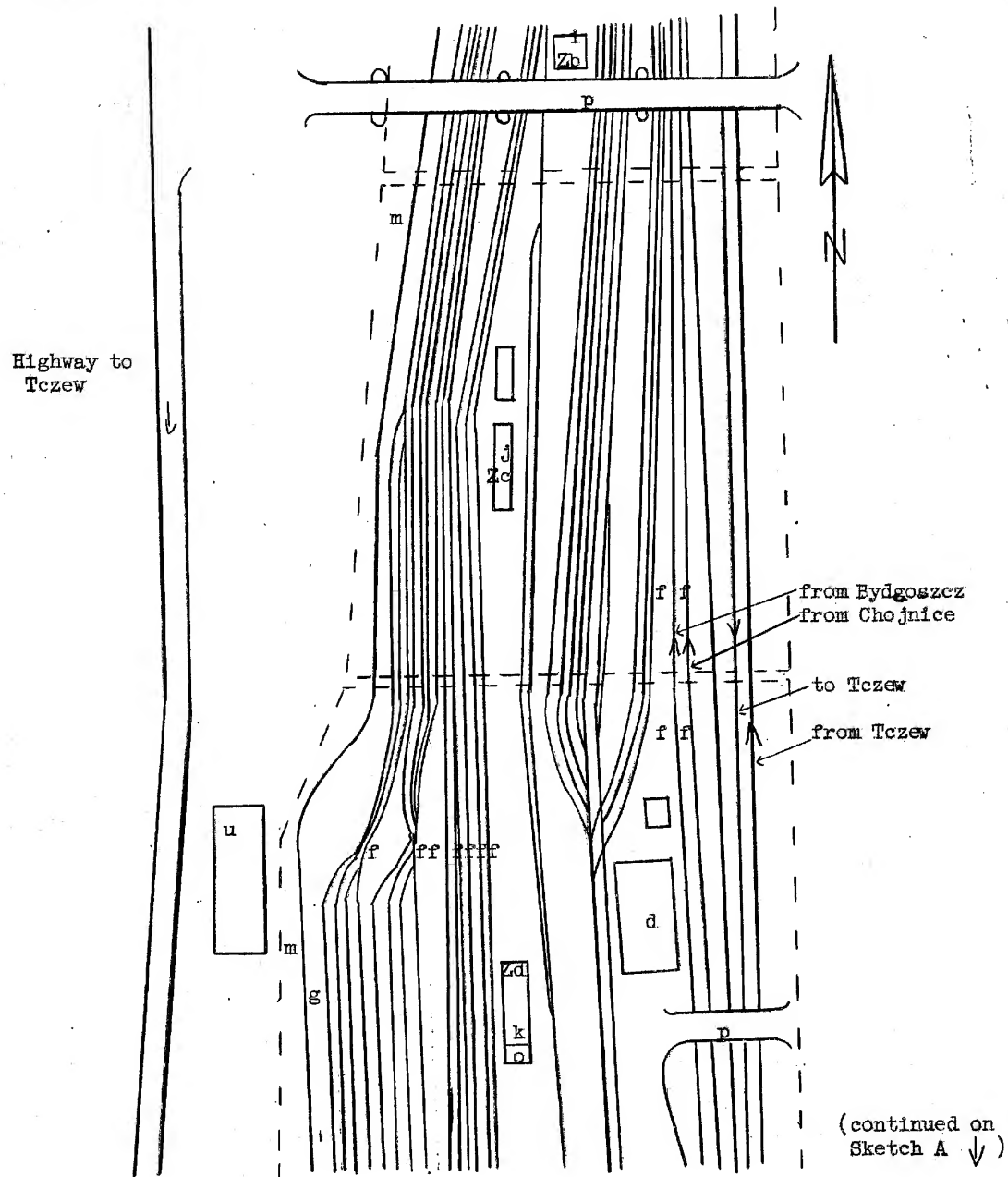


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Sketch C  $\uparrow$ )



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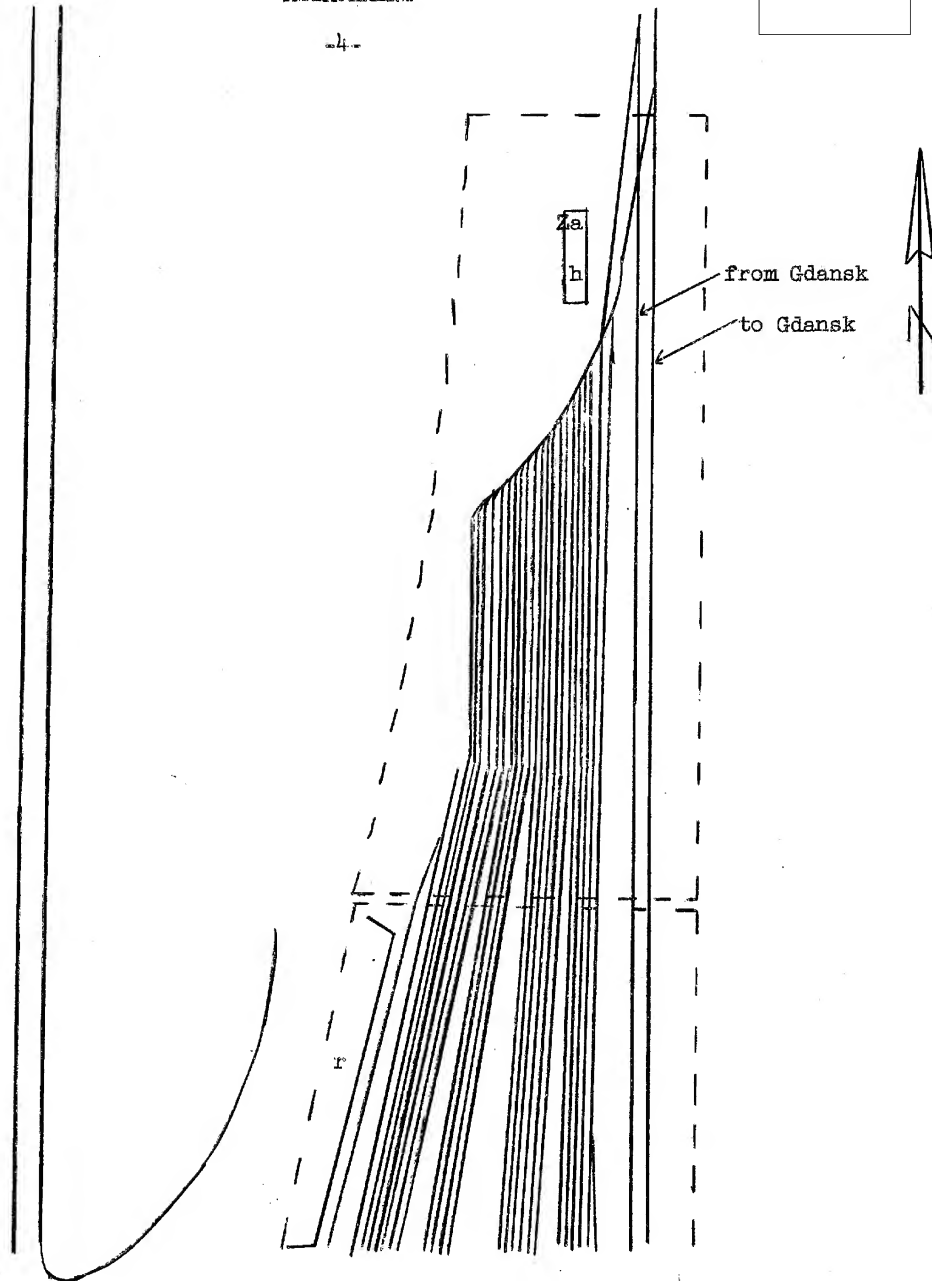
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Sketch C

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(continued on  
Sketch B )

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